2006-08 ACCESSORIES & EQUIPMENT

Exterior Lights - Civic (All Except Hybrid)

COMPONENT LOCATION INDEX

4-door except Si model

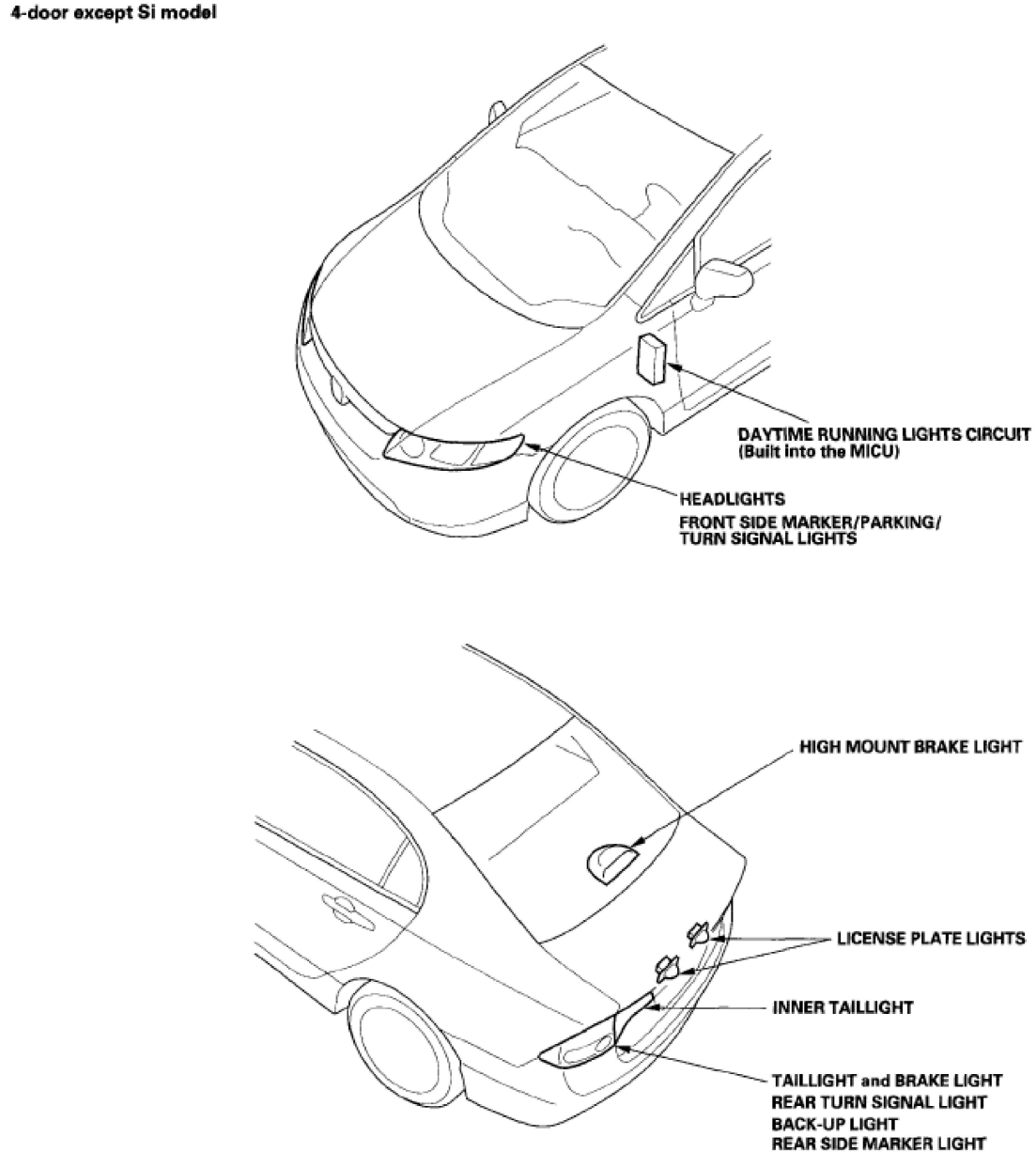

Fig. 1: Locating Exterior Lights Components (4-Door Except Si Model - 1 Of

2)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

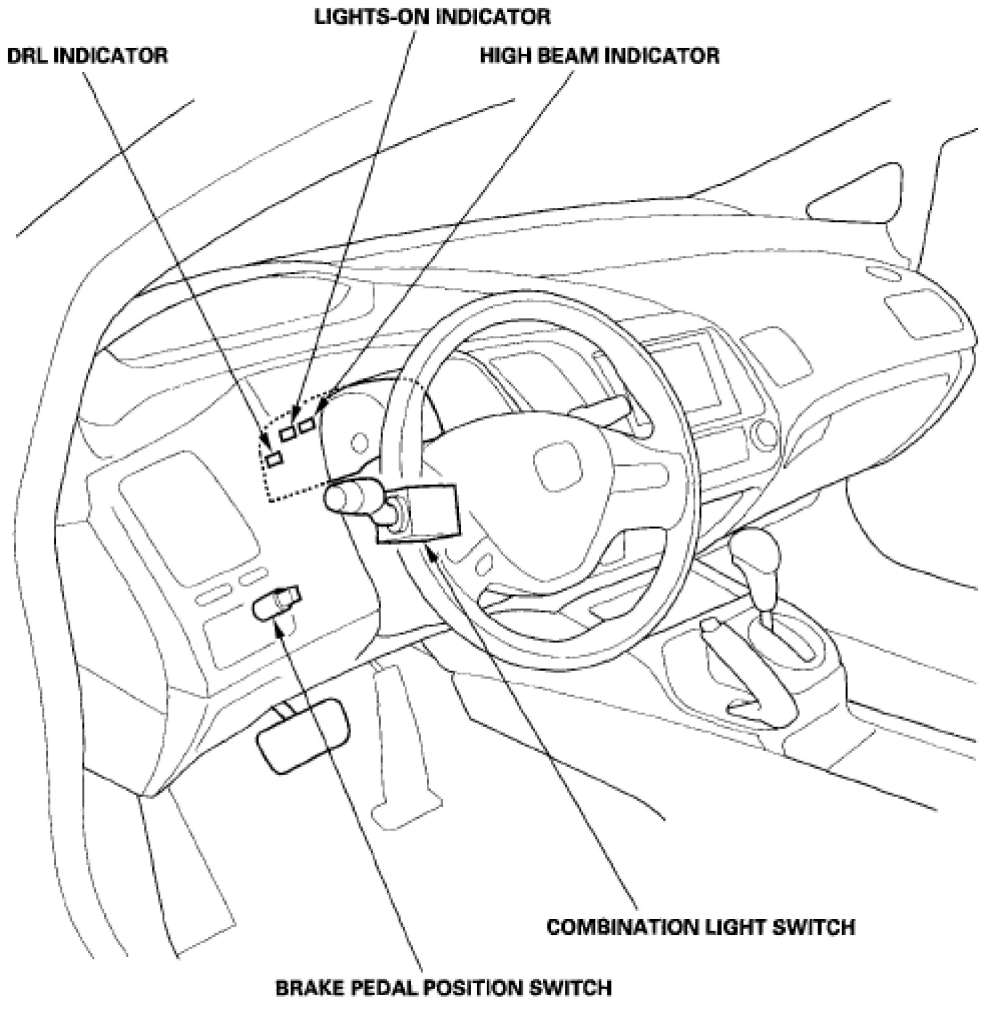

Fig. 2: Locating Exterior Lights Components (4-Door Except Si Model - 2 Of 2)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

2-door except Si model

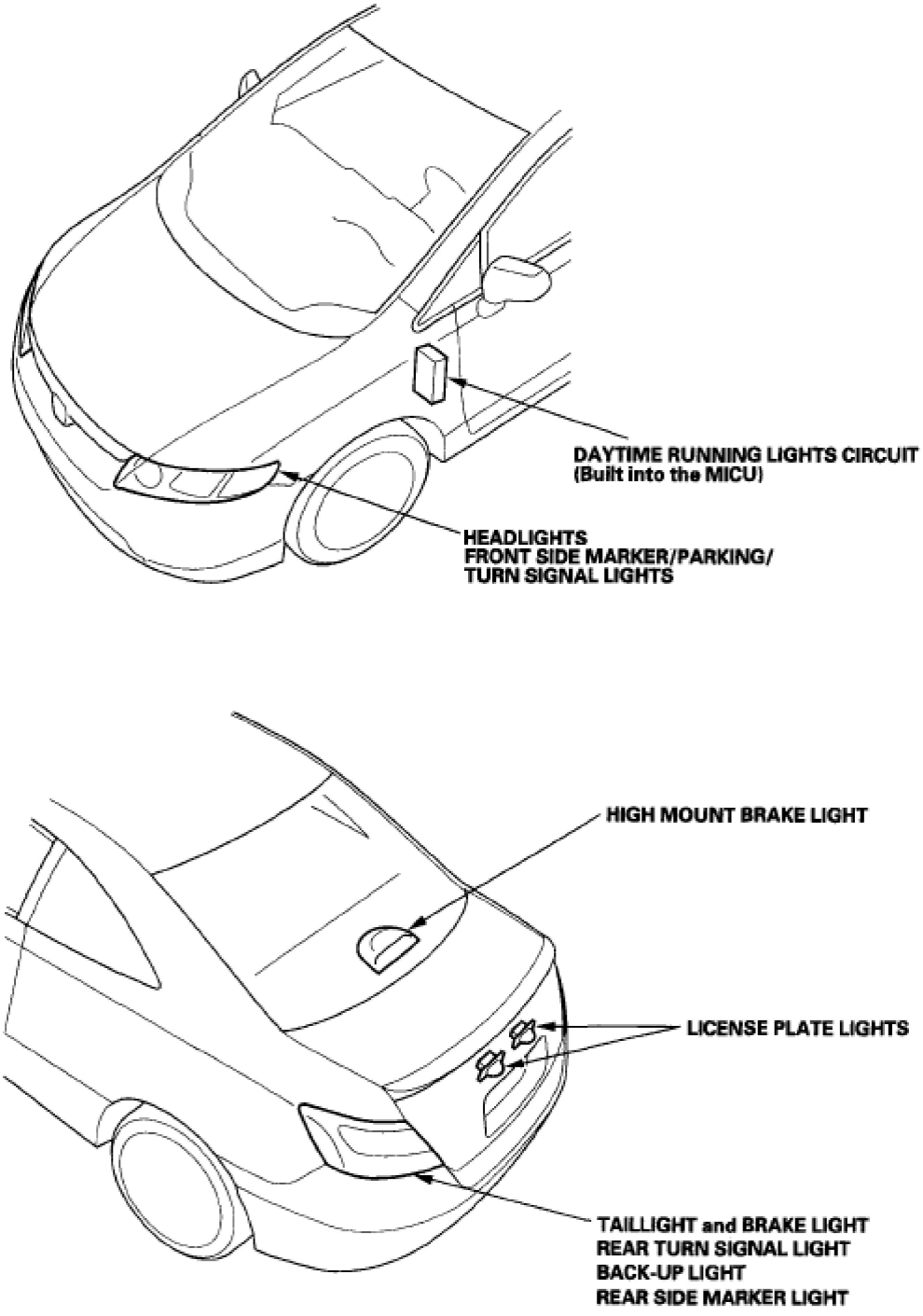

Fig. 3: Locating Exterior Lights Components (2-Door Except Si Model - 1 Of 2)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

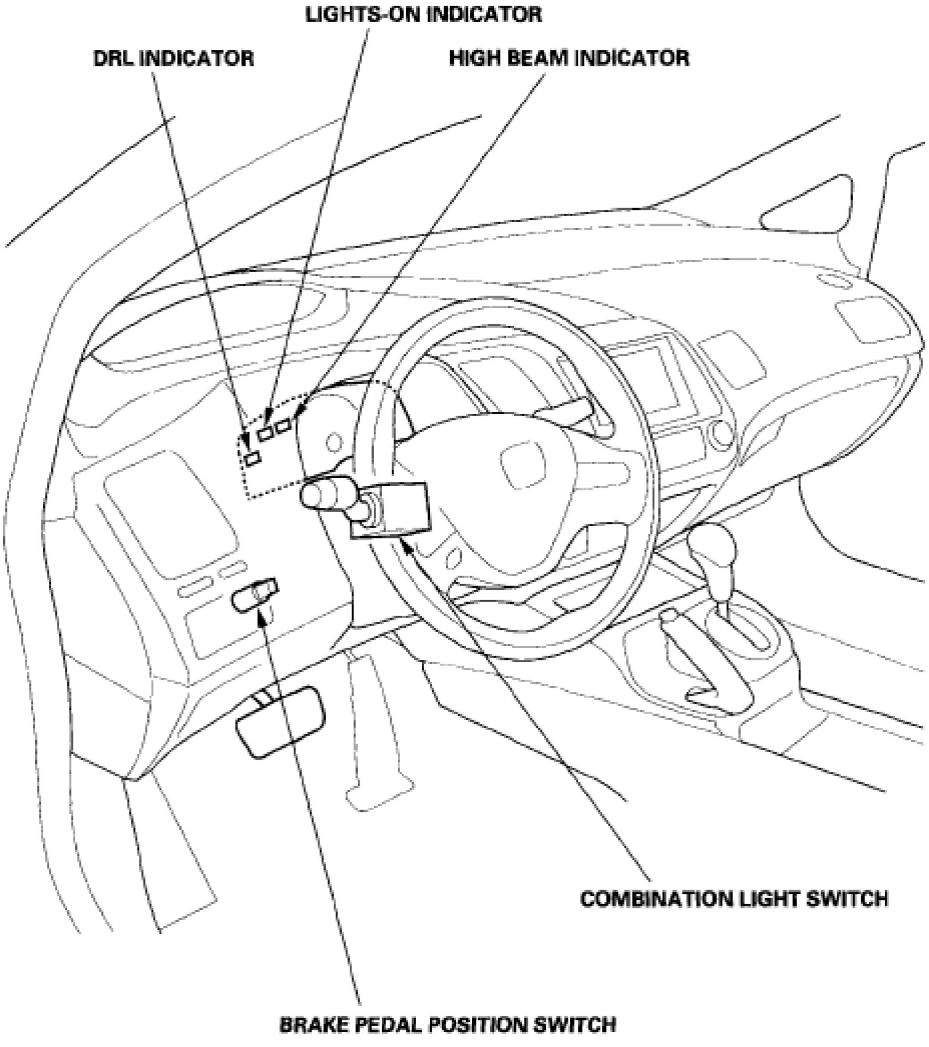

Fig. 4: Locating Exterior Lights Components (2-Door Except Si Model - 2 Of 2)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

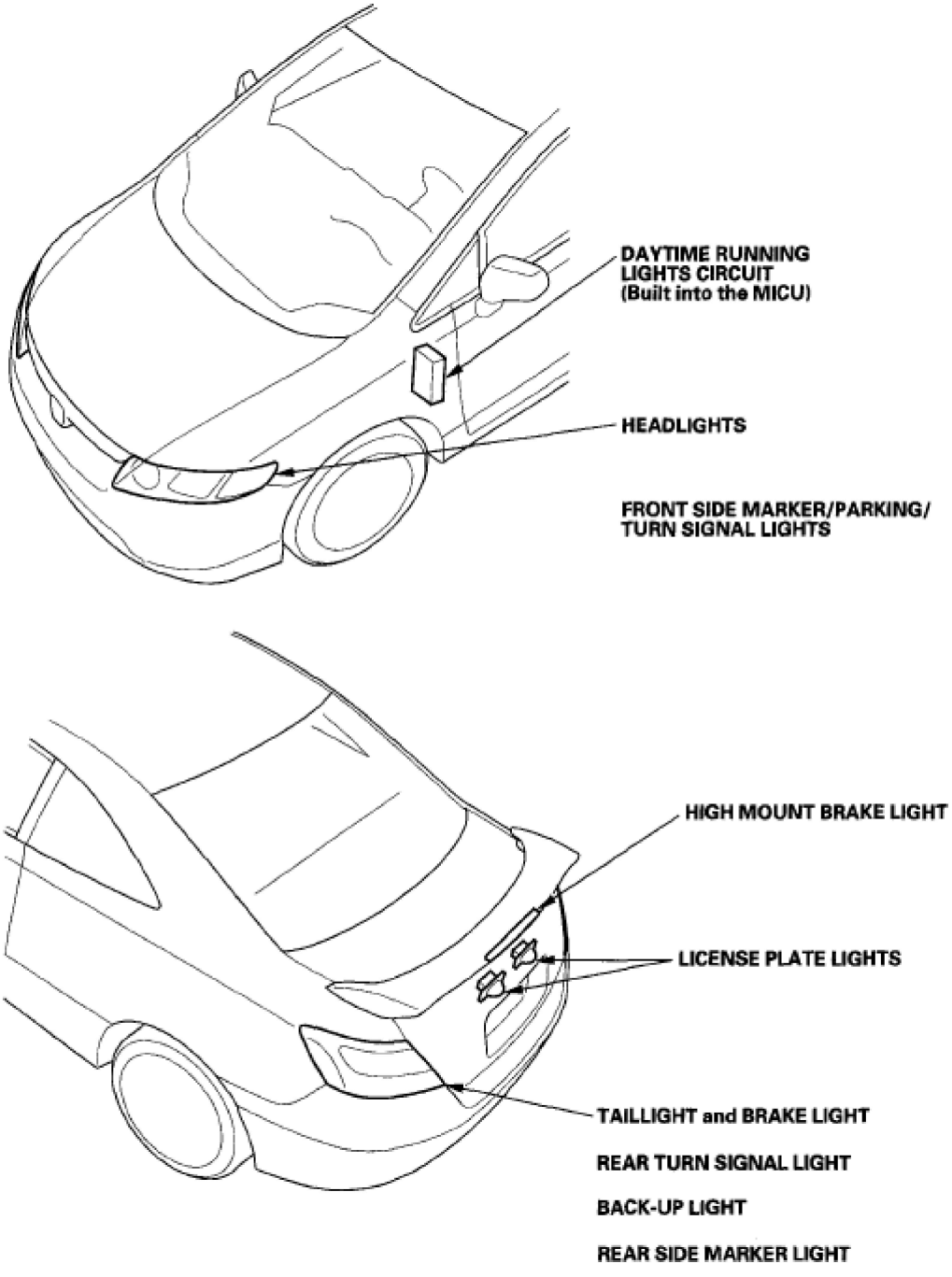
DAYTIME RUNNING LIGHTS CIRCUIT (Built into the MICU)
HEADLIGHTS
FRONT SIDE MARKER/PARKING/ TURN SIGNAL LIGHTS
HIGH MOUNT BRAKE LIGHT
LICENSE PLATE LIGHTS
TAILLIGHT and BRAKE LIGHT
REAR TURN SIGNAL LIGHT
BACK-UP LIGHT
REAR SIDE MARKER LIGHT

Fig. 5: Locating Exterior Lights Components (2-Door Si Model - 1 Of 2)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Si model

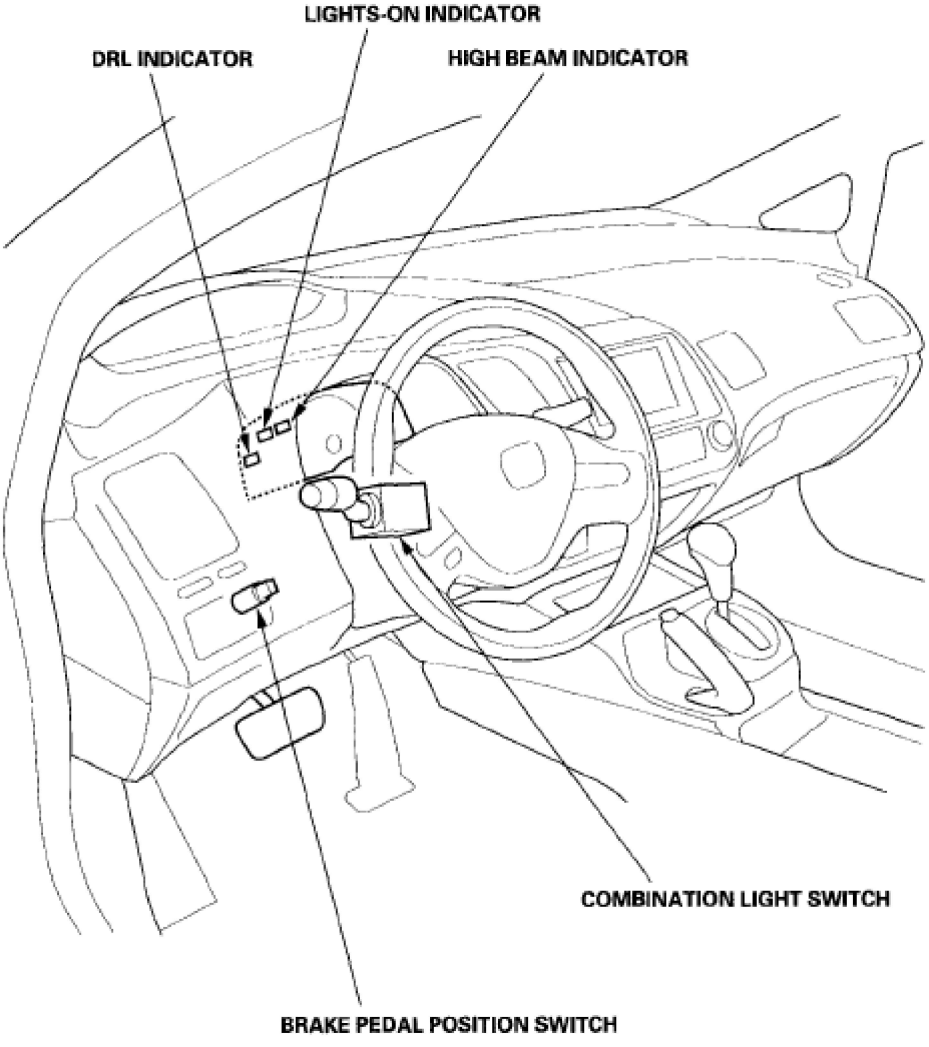

Fig. 6: Locating Exterior Lights Components (2-Door Si Model - 2 Of 2)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

CIRCUIT DIAGRAM

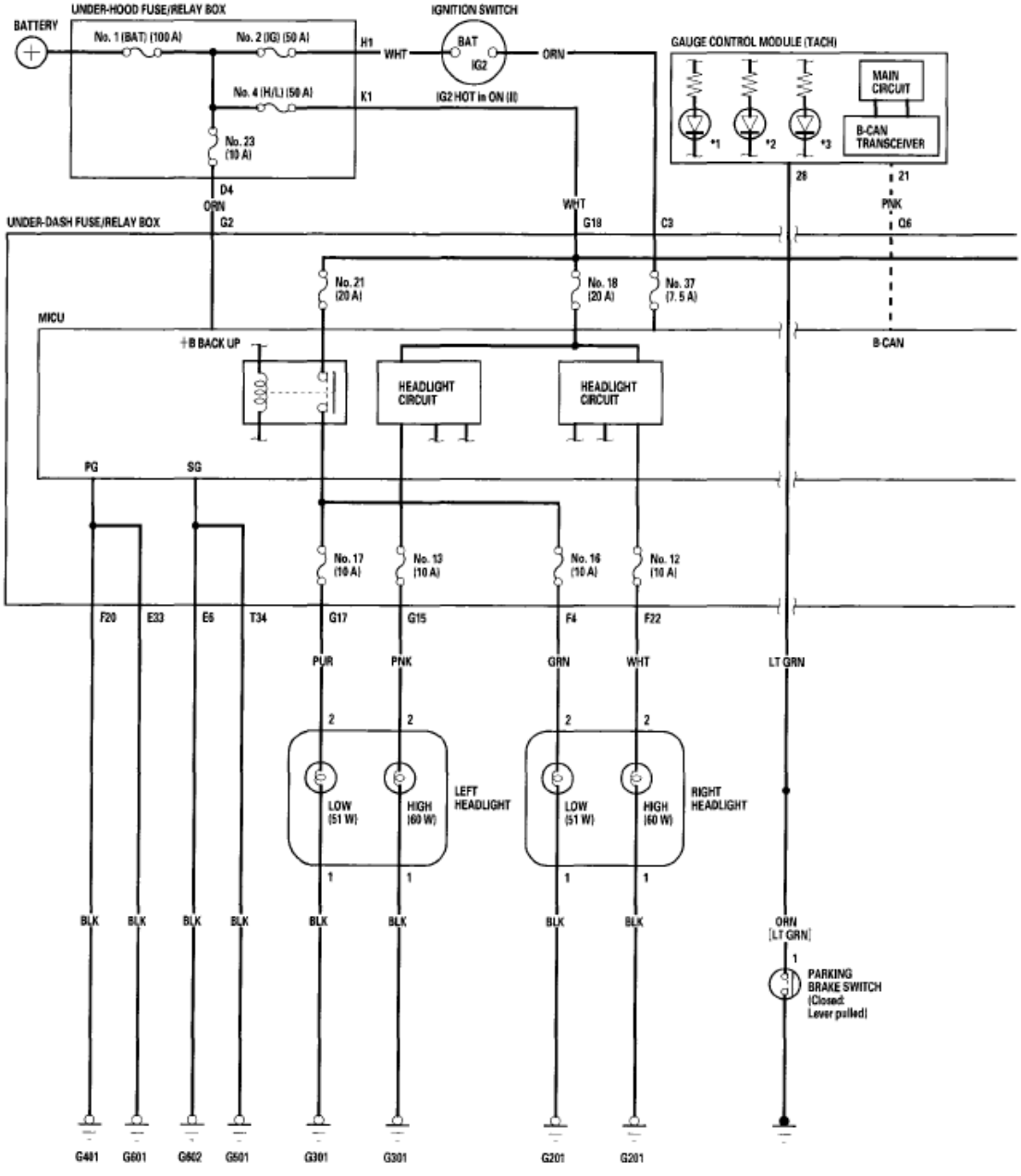

Fig. 7: Exterior Light - Circuit Diagram (1 Of 2)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

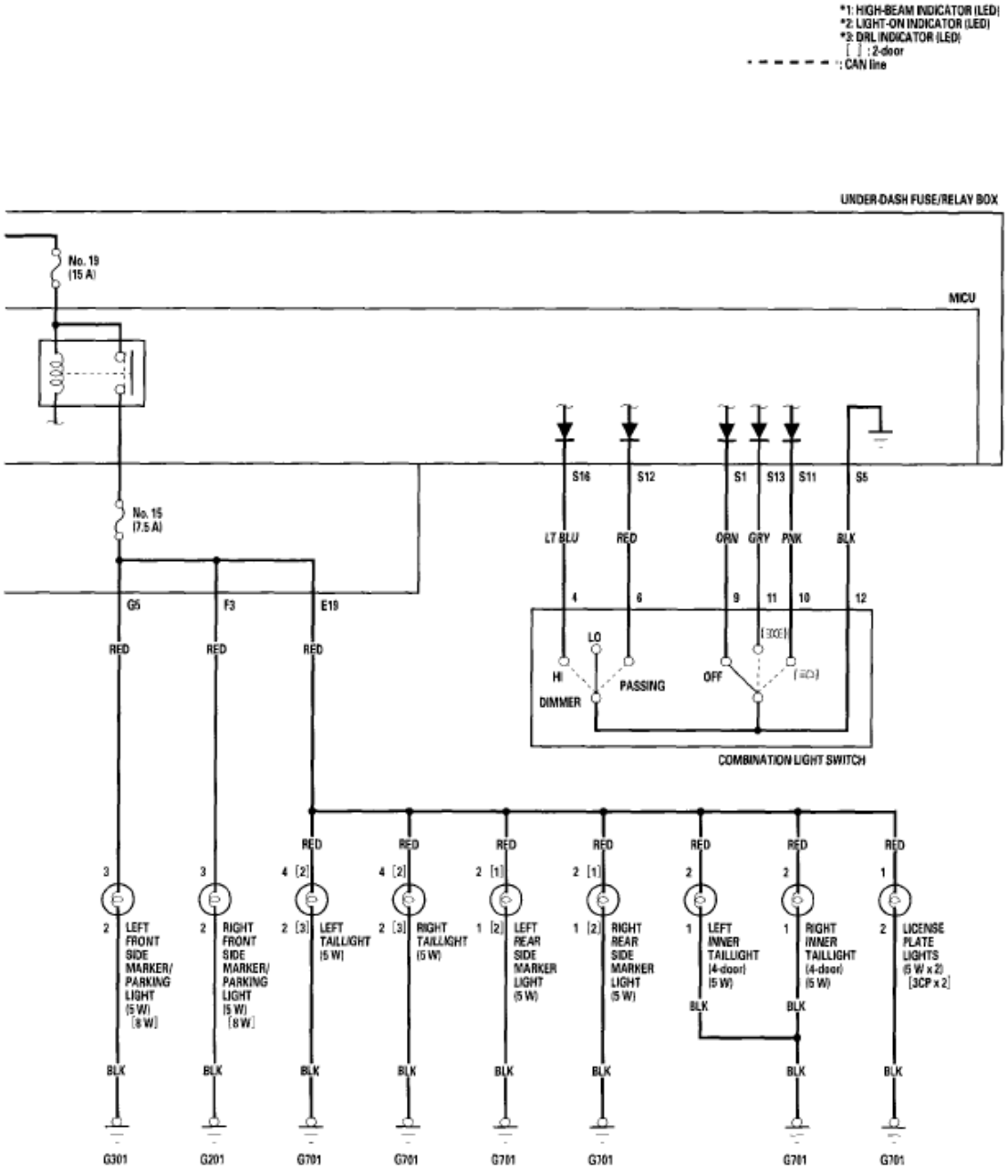

Fig. 8: Exterior Light - Circuit Diagram (2 Of 2)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

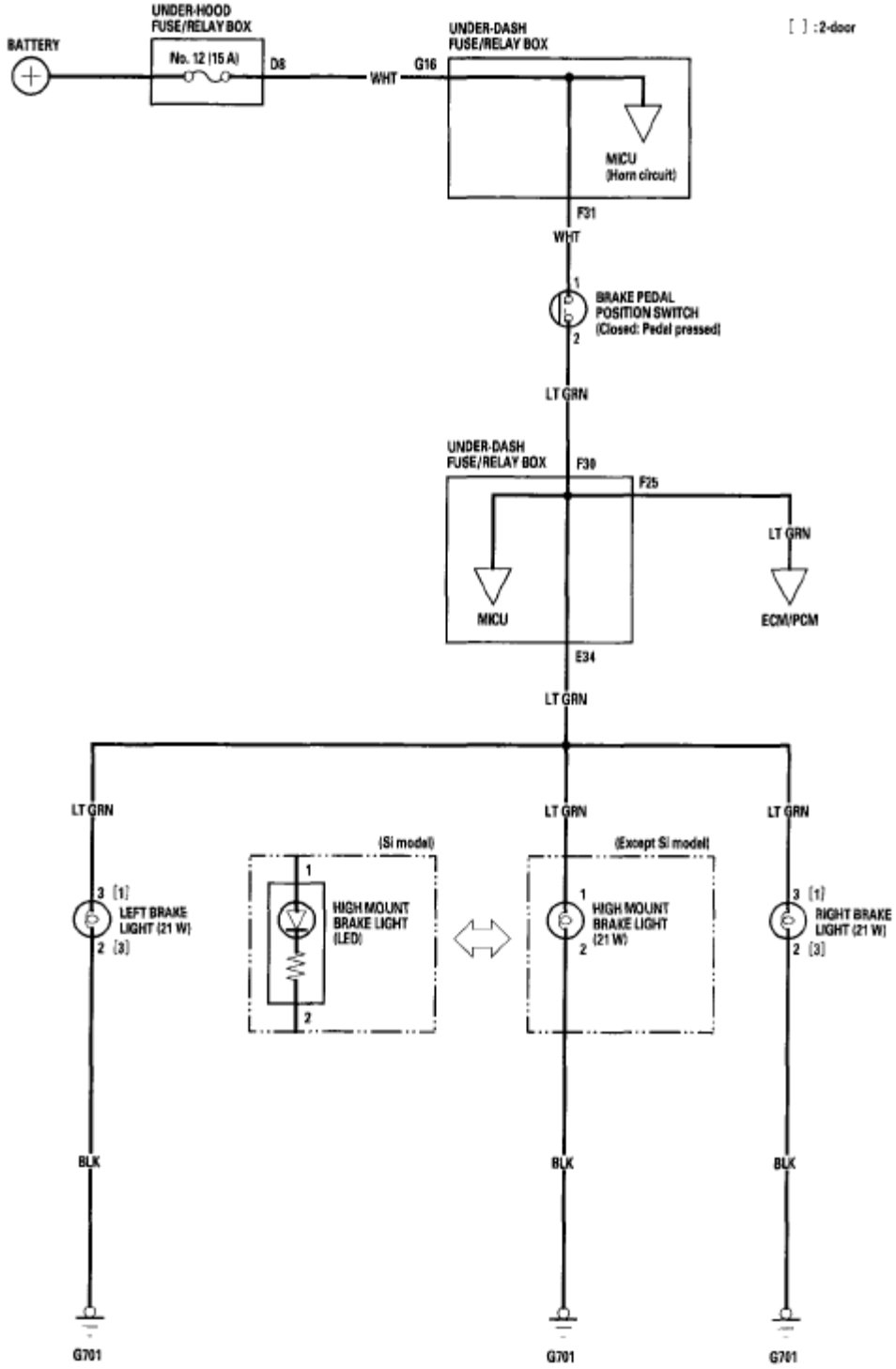

Fig. 9: Brake Lights - Circuit Diagram
Courtesy of AMERICAN HONDA MOTOR CO., INC.

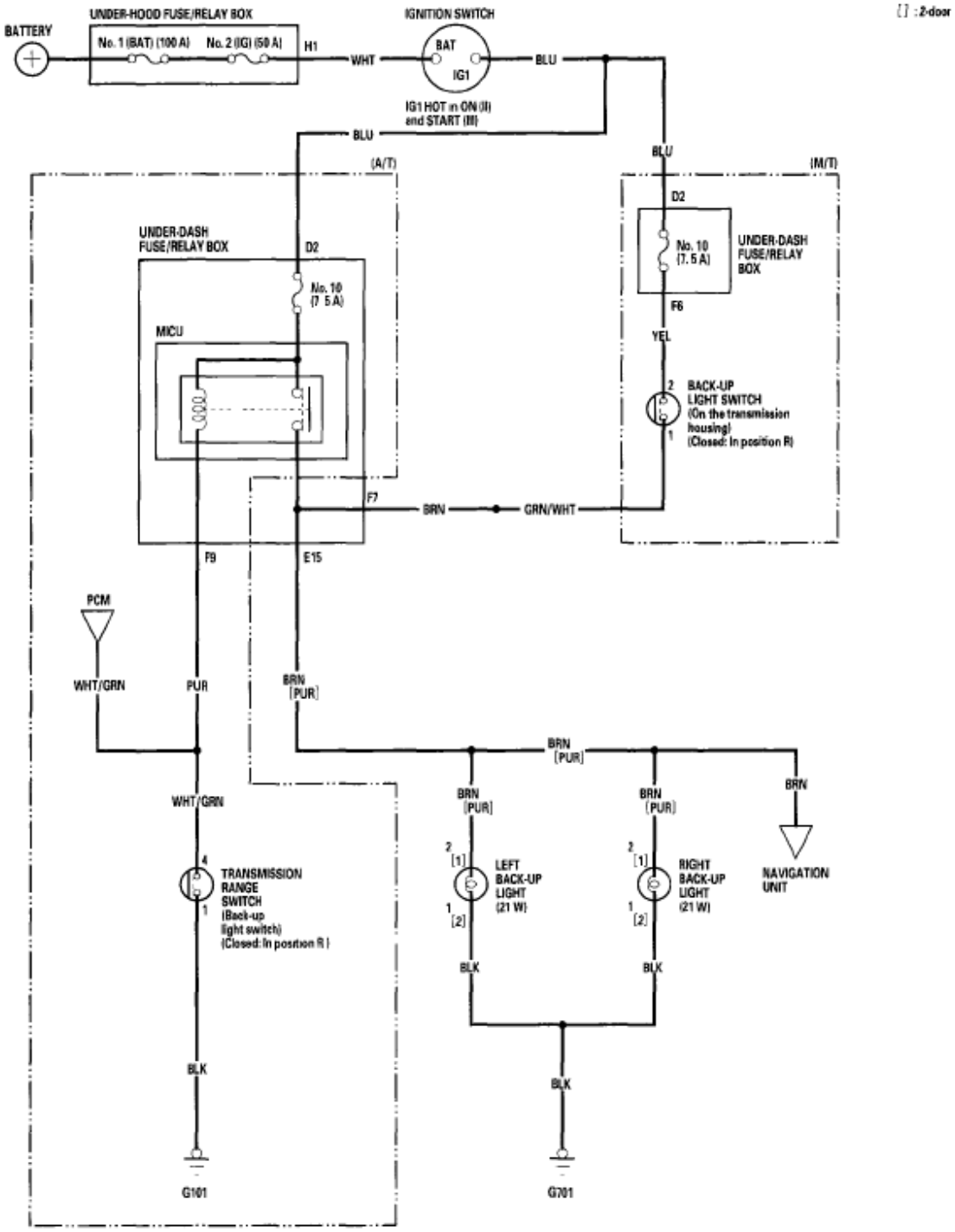

Fig. 10: Back-Up Lights - Circuit Diagram
Courtesy of AMERICAN HONDA MOTOR CO., INC.

DTC TROUBLESHOOTING

DTC B1078: DAYTIME RUNNING LIGHTS SIGNAL ERROR (CANADA); DTC B1079: DAYTIME RUNNING LIGHTS SIGNAL ERROR (USA)

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A).

1. Turn the ignition switch ON (II).
2. Pull the parking brake lever.
3. Clear the DTCs with the HDS.
4. Release the parking brake lever.
5. Turn the ignition switch OFF, and then back ON (II).
6. Check for DTCs with the HDS.

   Is DTC B1078 indicated?

   YES - Go to step 7.

   NO - Intermittent failure. The daytime running lights system is OK at this time. Check for loose or poor connections.

7. Turn the headlight switch ON (high beam).

   Do both headlights (high beam) come on?

   YES - Go to step 8.

   NO - Go to step 10.

8. Turn the ignition switch OFF.
9. Check the voltage between the No. 6 and No. 33 terminals of the under-dash fuse/relay box connector E (42P) and body ground, and between the No. 20 terminal of the under-dash fuse/relay box connector F (34P) and body ground individually.

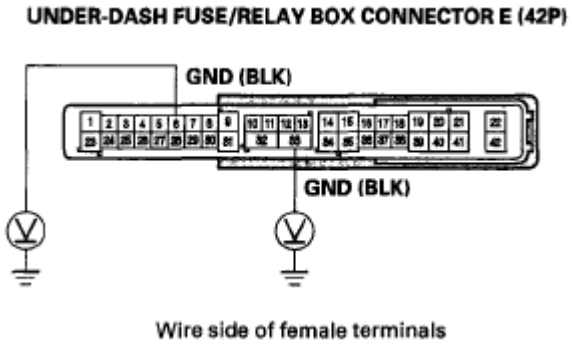

Fig. 11: Checking Voltage Between No. 6 Terminal Of Under-Dash Fuse/Relay Box Connector E (42P) And Body Ground
Courtesy of AMERICAN HONDA MOTOR CO., INC.

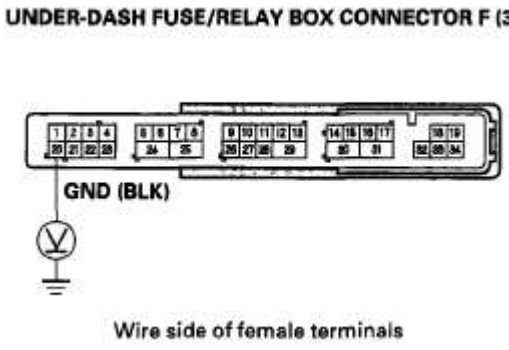

Fig. 12: Checking Voltage Between No. 20 Terminal Of Under-Dash Fuse/Relay Box Connector F (34P) And Body Ground
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there less than 0.5 V?

YES - Faulty MICU; replace the under-dash fuse/relay box.

NO - Repair an open in the BLK wire or poor ground (G401, G501, G601, G602).

10. Turn the ignition and headlight switches OFF.
11. Check the No. 12, No. 13, and No. 18 fuses in the under-dash fuse/relay box.

Are all fuses OK?

YES - Go to step 12.

NO - Replace the blown fuse and recheck. If the No. 18 (30 A) fuse is blown again, replace the under-dash fuse/relay box. If the No. 12(10 A) or No. 13 (10 A) fuse is blown again, repair a short in the wire between the under-dash fuse/relay box and appropriate headlight (high beam).

12. Check the headlight bulbs.

    Are the headlight bulbs OK?

    YES - Go to step 13.

    NO - Replace the faulty bulb.

13. Disconnect the under-dash fuse/relay box connectors F (34P) and G (21P).
14. Disconnect both of the headlight (high beam) 2P connectors.
15. Check for continuity between the No. 2 terminal of the right headlight (high beam) 2P connector and No. 22 terminal of the under-dash fuse/relay box connector F (34P).

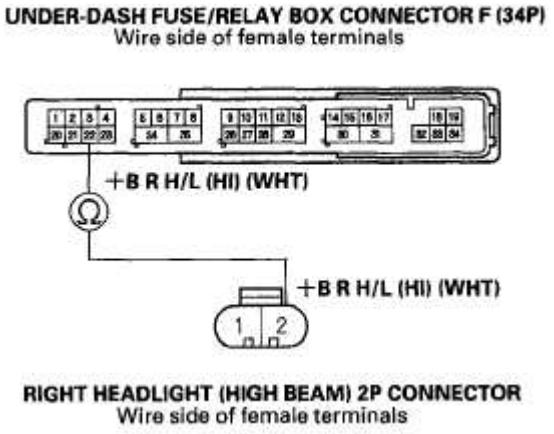
UNDER-DASH FUSE/RELAY BOX CONNECTOR F (34P)
Wire side of female terminals
+B R H/L (HI) (WHT)
+B R H/L (HI) (WHT)
1
2
RIGHT HEADLIGHT (HIGH BEAM) 2P CONNECTOR
Wire side of female terminals

Fig. 13: Checking Continuity Between Right Headlight 2P Connector Terminal And Under-Dash Fuse/Relay Box Connector F Terminal (34P)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES - Go to step 16.

NO - Repair an open in the wire between the right headlight (high beam) and the under-dash fuse/relay box.

16. Check for continuity between the No. 2 terminal of the left headlight (high beam) 2P connector and No. 15 terminal of the under-dash fuse/relay box connector G (21P).

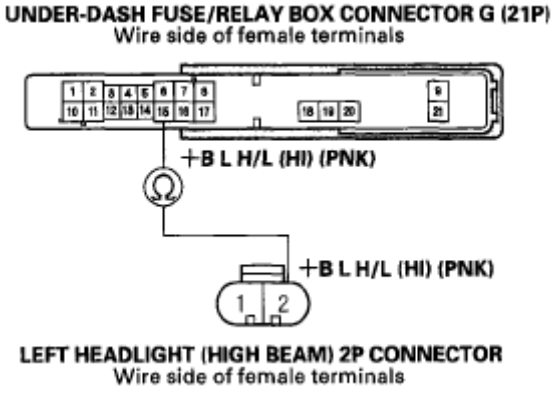
UNDER-DASH FUSE/RELAY BOX CONNECTOR G (21P)
Wire side of female terminals
+B L H/L (HI) (PNK)
+B L H/L (HI) (PNK)
1
2
LEFT HEADLIGHT (HIGH BEAM) 2P CONNECTOR
Wire side of female terminals

Fig. 14: Checking Continuity Between Left Headlight 2P Connector Terminal And Under-Dash Fuse/Relay Box Connector G Terminal (21P)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES - Go to step 17.

NO - Repair an open in the wire between the left headlight (high beam) and the under-dash fuse/relay box.

17. Check for continuity between the No. 1 terminal of each headlight (high beam) 2P connector and body ground.

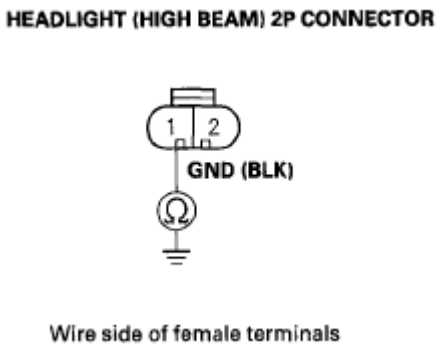

Fig. 15: Checking Continuity Between No 1 Terminal Of Headlight (High Beam) 2P Connector And Body Ground
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES - Faulty MICU; replace the under-dash fuse/relay box.

NO - Repair an open in the BLK wire or poor ground (G201-right side, G301-left side).

MICU INPUT TEST

NOTE:

- **The MICU turns on the headlights (high beams) in a dimming mode for the Daytime Running Lights under the following conditions:**
  - **With the ignition switch ON (II)**
  - **The headlight switch OFF**
  - **The parking brake is released (parking brake switch OFF)**
- **The DRL indicator will come when one of the headlight (high beams) bulbs is blown, or if the high beam wiring has an open circuit with the daytime running lights ON.**
- **For Canada models: If the vehicle is equipped with an optional remote control engine start system, the daytime running lights will not function when started with the remote start.**

1. Before troubleshooting the lighting system, troubleshoot the B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).
2. Check the No. 12 (10 A), No. 13 (10 A), No. 15 (7.5 A), No. 16 (10 A), No. 17 (10 A), No. 18 (20 A), No. 19 (15 A), and No. 21 (20 A), and No. 37 (7.5 A) fuses in the under-dash fuse/relay box. If any fuse is blown, replace it and go to step 3.
3. Disconnect the under-dash fuse/relay box connectors E, F, G, S, and T.

NOTE: All connector views are shown from wire side of female terminals.

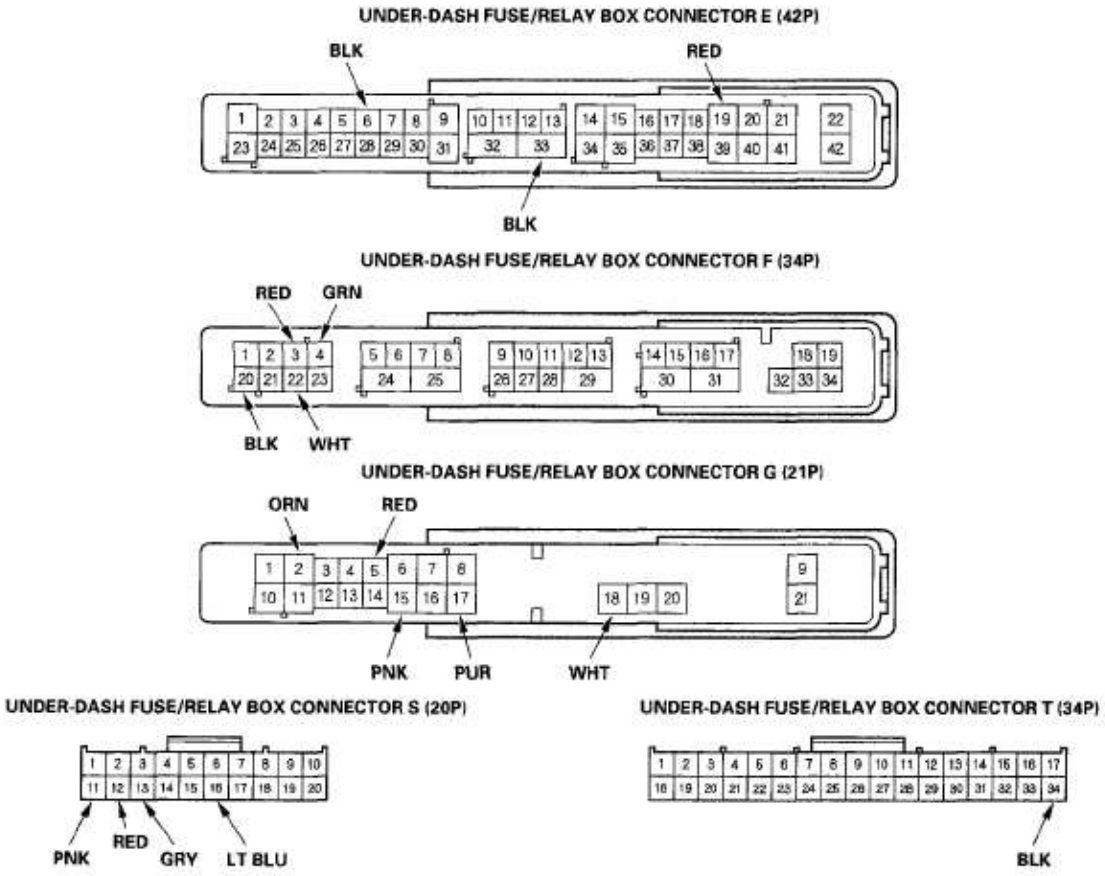

Fig. 16: Identifying Under-Dash Fuse/Relay Box Connector Terminals
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Inspect the connector and socket terminals to be sure they are all making good

contact.

- If the terminals are bent, loose or corroded, repair them as necessary and recheck the system.
- If the terminals look OK, go to step 5.

5. With the connector still disconnected, make these input tests at the appropriate connector.
   - If any test indicates a problem, find and correct the cause, then recheck the system.
   - If all the input tests prove OK, go to step 6.

MICU INPUT TEST (CONNECTOR DISCONNECTED)

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
E19	RED	Under all conditions	Connect battery power to the E19 terminal: The taillights, rear side marker lights, and license plate lights should come on.	• Poor ground (G701) • Blown bulb • An open in the wire
F3	RED	Under all conditions	Connect battery power to the F3 terminal: The right front side marker/parking light should come on.	• Poor ground (G201) • Blown bulb • An open in the wire
F4	GRN	Under all conditions	Connect battery power to the F4 terminal: The right headlight (high beam) should come on.	• Poor ground (G201) • Blown bulb • An open in the wire
F22	WHT	Under all	Connect battery power to the F22 terminal: The right headlight (low	• Poor ground (G201) • Blown bulb

		conditions	beam) should come on.	• An open in the wire
G5	RED	Under all conditions	Connect battery power to the G5 terminal: The left front side marker/parking light should come on.	• Poor ground (G301) • Blown bulb • An open in the wire
G15	PNK	Under all conditions	Connect battery power to the G15 terminal: The left headlight (high beam) should come on.	• Poor ground (G301) • Blown bulb • An open in the wire
G17	PUR	Under all conditions	Connect battery power to the G17 terminal: The left headlight (low beam) should come on.	• Poor ground (G301) • Blown bulb • An open in the wire

6. Reconnect the connectors to the under-dash fuse/relay box, and make these input tests at the connectors.
   - If any test indicates a problem, find and correct the cause, then recheck the system.
   - If all the input tests prove OK, the MICU must be faulty; replace the under-dash fuse/relay box.

MICU INPUT TEST (CONNECTORS DISCONNECTED)

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
G2	ORN	Under all conditions	Check for voltage between G2 terminal and body ground: There should be	• Blown No. 23 (10 A) fuse in the under-hood fuse/relay box

			battery voltage.	• An open in the wire
G18	WHT	Under all conditions	Check for voltage between G18 terminal and body ground: There should be battery voltage.	• Blown No. 4 (50 A) fuse in the under-hood fuse/relay box • An open in the wire
C3	ORN	Ignition switch ON (II)	Check for voltage between C3 and body ground there should be battery voltage.	• Faulty ignition switch • An open in the wire
E6	BLK	Under all conditions	Check for voltage to ground: There should be less than 0.5 V.	• Poor ground (G602) • An open in the wire
E33	BLK	Under all conditions	Check for voltage to ground: There should be less than 0.5 V.	• Poor ground (G601) • An open in the wire
F20	BLK	Under all conditions	Check for voltage to ground: There should be less than 0.5 V.	• Poor ground (G401) • An open in the wire
T34	BLK	Under all conditions	Check for voltage to ground: There should be less than 0.5 V.	• Poor ground (G501) • An open in the wire
		Combination light	Check for voltage between S1 and S5 terminals: There	• Faulty combination light switch

S1	ORN	switch OFF	should be less than 1 V.	• An open in the wire
		Combination light switch in any other position than OFF	Check for voltage between S1 and S5 terminals: There should be 5 V or more.	• Faulty combination light switch • Short to ground in the wire
S11	PNK	Combination light switch (Headlight position) ON	Check for voltage between S11 and S5 terminals: There should be less than 1 V.	• Faulty combination light switch • An open in the wire
		Combination light switch OFF	Check for voltage between S11 and S5 terminals: There should be 5 V or more.	• Faulty combination light switch • Short to ground in the wire
S12	RED	Combination light switch lever pulled (Passing)	Check for voltage between S12 and S5 terminals: There should be less than 1 V.	• Faulty combination light switch • An open in the wire
		Combination light switch lever released from passing position	Check for voltage between S12 and S5 terminals: There should be 5 V or more.	• Faulty combination light switch • Short to ground in the wire
		Combination light switch (SMALL position) ON	Check for voltage between S13 and S5 terminals: There should be less than 1 V.	• Faulty combination light switch • An open in the wire

S13	GRY	Combination light switch OFF	Check for voltage between S13 and S5 terminals: There should be 5 V or more.	• Faulty combination light switch • Short to ground in the wire
S16	LT BLU	Combination light switch (Dimmer) in high beam position	Check for voltage between S16 and S5 terminals: There should be less than 1 V.	• Faulty combination light switch • An open in the wire
		Combination light switch (Dimmer) in low beam position	Check for voltage between S16 and S5 terminals: There should be 5 V or more.	• Faulty combination light switch • Short to ground in the wire

COMBINATION LIGHT SWITCH TEST/REPLACEMENT

1. Remove the dashboard lower cover (see **DRIVER'S DASHBOARD LOWER COVER REMOVAL/INSTALLATION**).
2. Remove the steering column covers (see **STEERING COLUMN REMOVAL AND INSTALLATION**).
3. Disconnect the 12P connector (A) from the combination light switch (B).

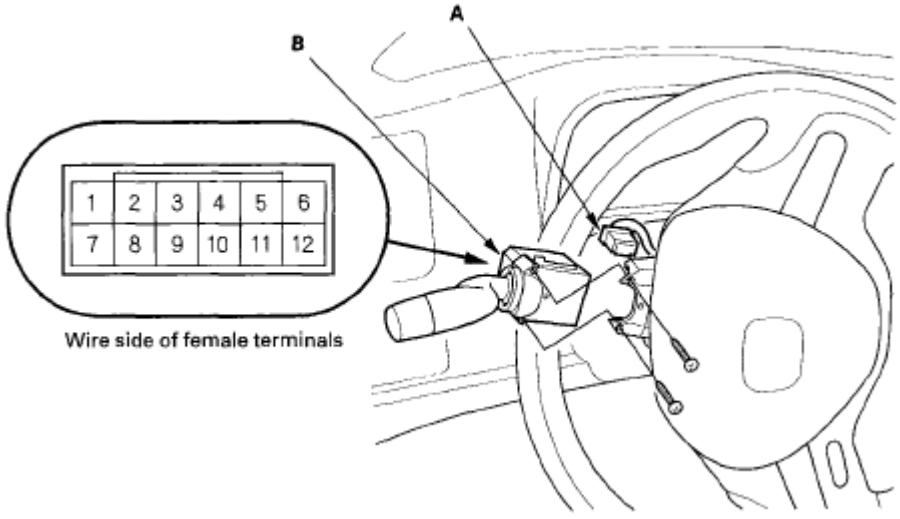

Fig. 17: Disconnecting 12P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Remove the two screws, then slide out the combination light switch.
5. Inspect the connector terminals to be sure they are all making good contact.
   - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
   - If the terminals look OK, check for continuity between the terminals in each switch position according to the tables.
     - If the continuity is not as specified, replace the switch.

Light switch:

Position			Terminal 4	6	9	10	11	12
Headlight switch	OFF				○			○
	[illegible]						○	○
	[illegible]	LOW				○		○
	[illegible]	HIGH	○			○		○
Passing switch	OFF							
	ON			○				○

Fig. 18: Checking Continuity Between Light Switch Terminals Chart
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Turn signal switch:

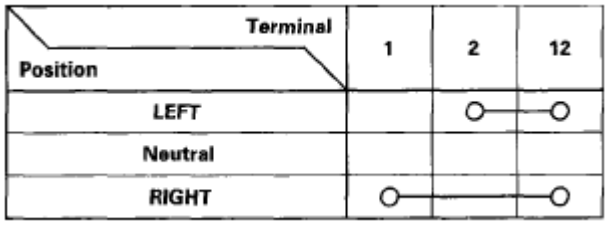

Fig. 19: Checking Continuity Between Turn Signal Switch Terminals Chart
Courtesy of AMERICAN HONDA MOTOR CO., INC.

HEADLIGHT ADJUSTMENT

CAUTION: Headlights become very hot during use; do not touch them or any attaching hardware immediately after they have been turned off.

Before adjusting the headlights:

- Park the vehicle on a level surface.
- Make sure the tire pressures are correct.
- The driver or someone who weighs the same should sit in the driver's seat.

1. Clean the outer lens so that you can see the center (A) of the headlights.

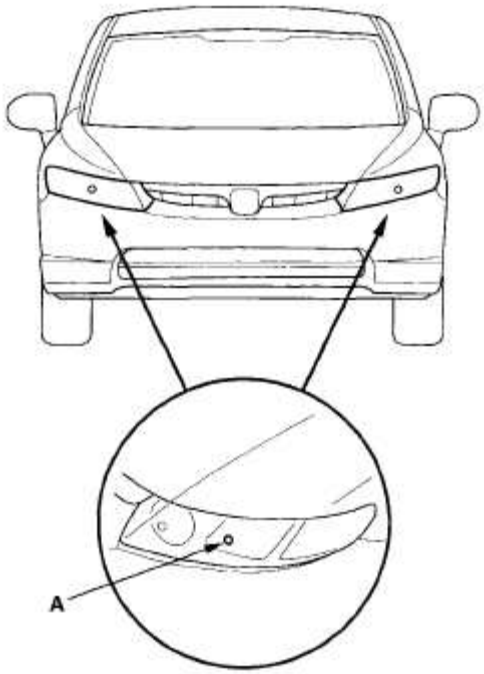

Fig. 20: Cleaning Outer Lens Of Headlights
Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Park the vehicle in front of a wall or a screen (A).

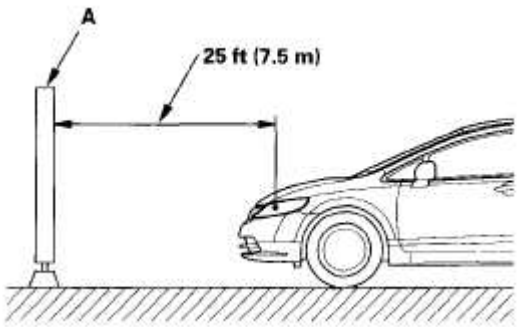

Fig. 21: Parking Vehicle In Front Of Wall Or Screen
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Turn the low beams on.
4. Determine if the headlights are aimed properly.

Vertical adjustment:

Measure the height of the headlights (A). Adjust the cut line (B) to the lights

height.

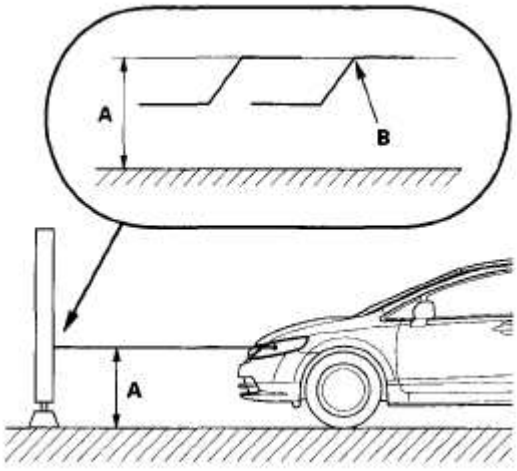

Fig. 22: Measuring Headlights
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. If necessary, open the hood and adjust the headlights to local requirements by turning the vertical adjuster.

Fig. 23: Adjusting Vertically
Courtesy of AMERICAN HONDA MOTOR CO., INC.

HEADLIGHT REPLACEMENT

1. Remove the front bumper (see **FRONT BUMPER REMOVAL/INSTALLATION**).
2. Remove the connectors (A) from the headlight assembly (B).

NOTE: 4-door shown, the 2-door is similar.

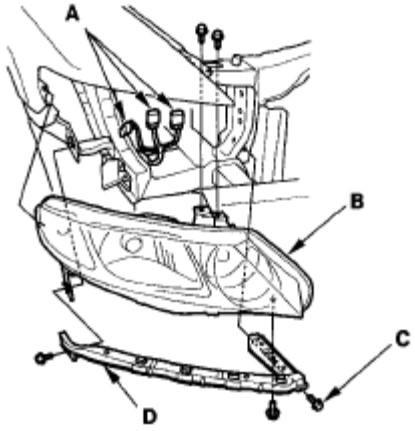

Fig. 24: Removing Connectors From Headlight Assembly
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Remove the four bolts, then remove the headlight.
4. Remove the bolt (C) and the corner upper beam (D) from the headlight.
5. Install the headlight in the reverse order of removal.
6. After replacement, adjust the headlight to local requirement.

BULB REPLACEMENT

HEADLIGHT

1. For low beam: Remove the inner fender.
   - 2-door (see **FRONT INNER FENDER REPLACEMENT**)
   - 4-door (see **4-DOOR**)
2. Disconnect the 2P connector (A) from the headlight.

Headlight (high beam): 60 W

Headlight (low beam): 51 W

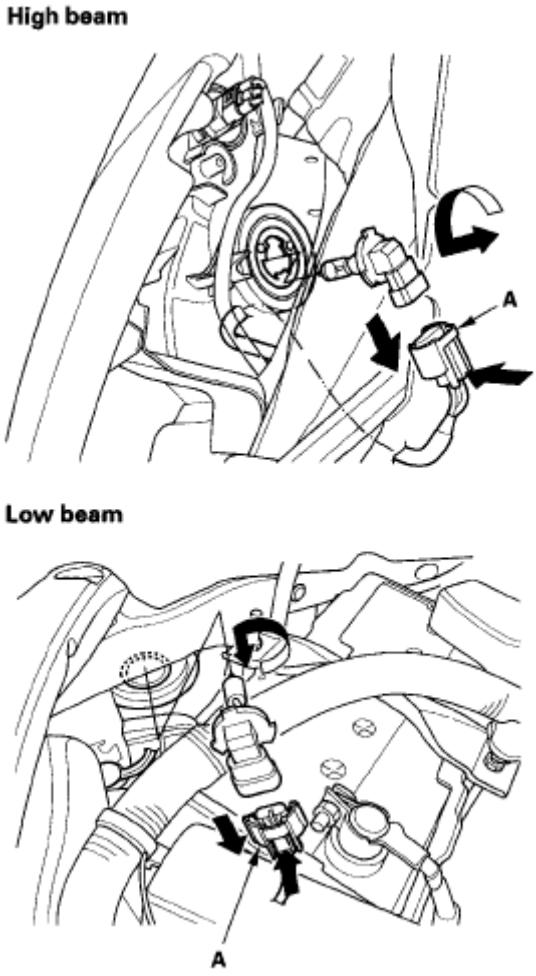

Fig. 25: Disconnecting 2P Connector From Headlight
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Turn the bulb socket 45° counterclockwise to remove the bulb.
4. Install a new bulb in the reverse order of removal.

FRONT SIDE MARKER/PARKING/TURN SIGNAL LIGHTS

1. Remove the inner fender.
   - 2-door (see **FRONT INNER FENDER REPLACEMENT**)
   - 4-door (see **4-DOOR**)
2. Disconnect the 3P connector (A) from the front side marker/parking/turn signal

light.

Front Side Marker/Parking/Turn Signal Lights:

21/5 W (4-door)
28/8 W (2-door)

Fig. 26: Disconnecting 3P Connector From Front Side Marker/Parking/Turn Signal Light
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Turn the bulb socket 45° counterclockwise to remove the bulb.
4. Install a new bulb in the reverse order of removal.

TAILLIGHT REPLACEMENT

4-DOOR

1. Remove the rear bumper (see **REAR BUMPER REMOVAL/INSTALLATION**).
2. Disconnect the connectors (A) from the taillights (B).

Brake Lights/Taillights: 21/5 W
Rear Turn Signal Light: 21 W
Back-up Light: 21 W
Rear Side Maker Light: 5 W

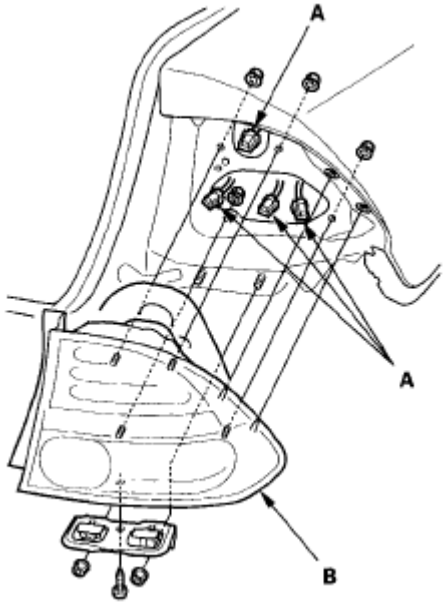

Fig. 27: Disconnecting Connectors From Taillights
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Turn the bulb sockets 45° counterclockwise to remove the bulbs.
4. Remove the nuts and screws, then remove the taillight.
5. Install the light in the reverse order of removal.

2-DOOR

1. Remove the rear bumper (see **REAR BUMPER REMOVAL/INSTALLATION**).
2. Disconnect the connectors (A) from the taillights (B).

Brake Lights/Taillights: 21/5W

Rear Turn Signal Light: 21 W

Back-up Light: 21 W

Rear Side Marker Light: 5 W

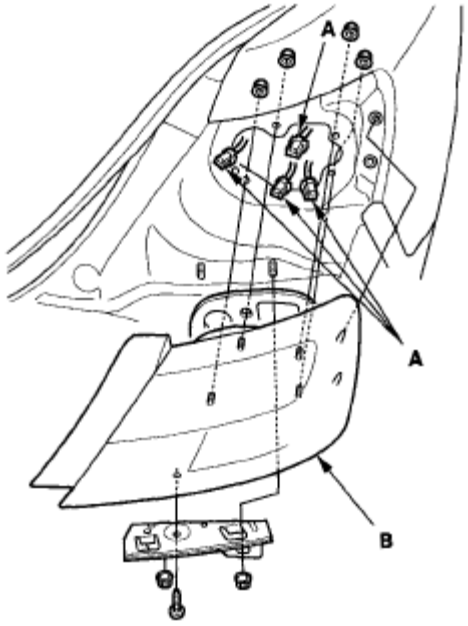

Fig. 28: Disconnecting Connectors From Taillights
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Turn the bulb sockets 45° counterclockwise to remove the bulbs.
4. Remove the nuts and screws, then remove the taillight.
5. Install the light in the reverse order of removal.

INNER TAILLIGHT REPLACEMENT

4-DOOR

1. Open the trunk lid, and remove the rear license trim (see **4-DOOR**).
2. Disconnect the connector (A) from the inner taillight (B).

Taillight: 5W

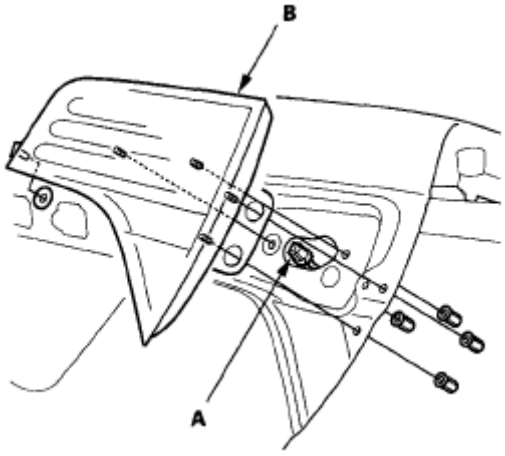

Fig. 29: Disconnecting Connector From Inner Taillight
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Turn the bulb socket 45° counterclockwise to remove the bulb.
4. Remove the nuts, then remove the taillight.
5. Install the light in the reverse order of removal.

LICENSE PLATE LIGHT REPLACEMENT

1. Open the trunk lid, and remove the rear license trim (see **SIDE SILL PROTECTION TAPE REPLACEMENT**).
2. Disconnect the 2P connector (A) from the license plate light.

NOTE: 4-door shown, the 2-door is similar.

License Plate Light: 5 W (4-door) 3 CP (2-door)

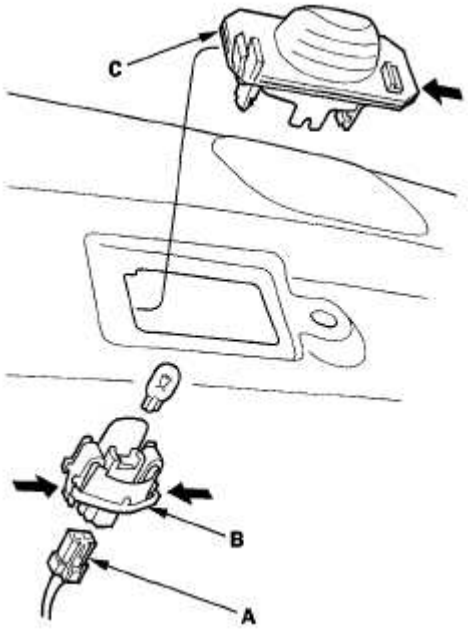

Fig. 30: Disconnecting 2P Connector From License Plate Light
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Release the bulb socket (B) from the lens (C) by pressing on the tabs.
4. Remove the lens from the trunk lid by pressing on the tabs.
5. Install the light in the reverse order of removal.

HIGH MOUNT BRAKE LIGHT REPLACEMENT

EXCEPT SI MODELS

1. Open the trunk lid.
2. Disconnect the 2P connector (A) from the high mount brake light.

Bulb: 21 W

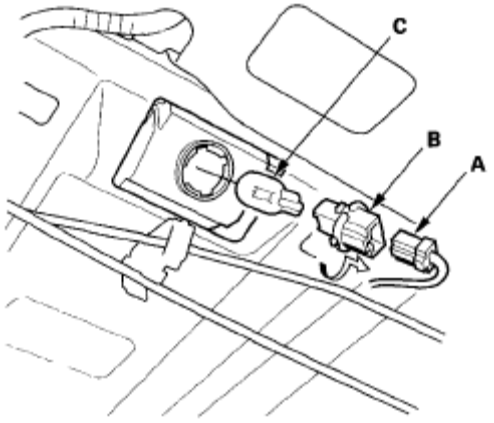

Fig. 31: Disconnecting 2P Connector From High Mount Brake Light
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Turn the bulb socket (B) 45° counterclockwise to remove the bulb (C).
4. Remove the rear shelf.
   - 2-door (see **TRIM REMOVAL/INSTALLATION - REAR SHELF AREA**)
   - 4-door (see **REAR SHELF EXTENSION - 2-DOOR**)
5. Remove the high mount brake light (A).

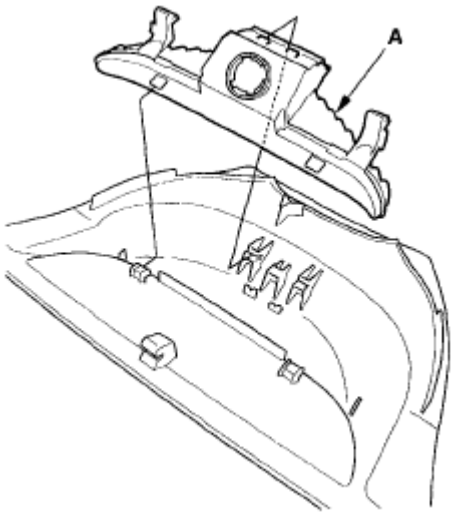

Fig. 32: Removing High Mount Brake Light
Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Install the light in the reverse order of removal.

SI MODEL

1. Remove the two screws from the high mount brake light (A).

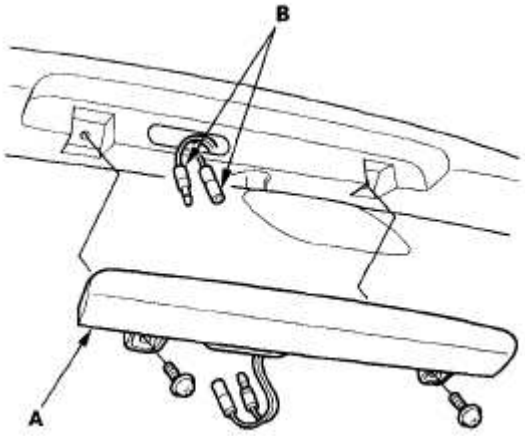

Fig. 33: Removing Hight Mount Brake Light Screws
Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Disconnect the terminals (B) and remove the high mount brake light.

BRAKE PEDAL POSITION SWITCH TEST

1. Disconnect the 4P connector (A) from the brake pedal position switch (B).

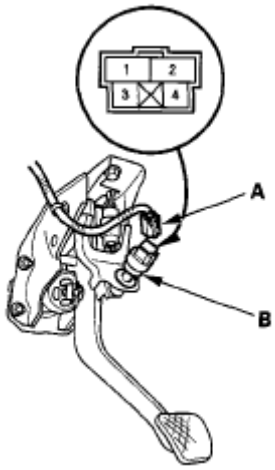

Fig. 34: Disconnecting 4P Connector And Brake Pedal Position Switch
Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Check for continuity between the No. 1 and No. 2 terminals.

- There should be continuity when the brake pedal is pressed.
- There should be no continuity when the brake pedal is released.

3. Check for continuity between the No. 3 and No. 4 terminals (with cruise control).
   - There should be no continuity when the brake pedal is pressed.
   - There should be continuity when the brake pedal is released.
4. If necessary, adjust or replace the switch, or adjust the pedal height (see **BRAKE PEDAL AND BRAKE PEDAL POSITION SWITCH ADJUSTMENT**).